

# DIGITIZATION FILE COVER SHEET

Clearly Print Each Field on Form

## INDEX FIELDS

STANDARD SHIP BUILDING CORP

**Applicant Name**

-13

**Application Number**

**Permit Number**

343

**Waterway**

NEWARK BAY

**Permit Issued Date**

01 FEB 1917

**Box Number**

261

S. AZEEZ



24 AUG 11

**Prepared by (Name)**

**(Initials)**

**(Date)**

Time of expiration ex-  
tended to Dec. 31, 1923.

WAR DEPARTMENT.

UNITED STATES ENGINEER OFFICE.

District No. 3,

Room 602, Army Building, 39 Whitehall St.,  
New York, N. Y.

February 1, 1917.

Standard Shipbuilding Corporation,  
Shooters Island,  
Staten Island, N. Y.

Sirs:

Referring to written request dated January 11, 1917

I have to inform you that, upon the recommendation of the Chief of Engineers and under the provisions of section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of War,

to dredge, to a depth of 12 feet to 22 feet at mean low water  
(Here describe the proposed structure or work.)

in Newark Bay,

(Here to be named the river, harbor, or waterway concerned.)

at Shooters Island, at the east end of Shooters Island Basin

(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawings attached hereto marked  
(Or drawings; give file number or other definite identification marks.)

Channel north of Shooters Island, 13/23 and 13/25,

subject to the following conditions:

(a) That this authority does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings v. Chicago*, 188 U. S., 410.)

(b) That the work shall be subject to the supervision and approval of the engineer officer of the United States Army in charge of the locality, who may temporarily suspend the work at any time if, in his judgment, the interests of navigation so require.

(c) That if any pipe, wire, or cable is herein authorized, it shall be placed and maintained with a clearance not less than that shown by the profile on the plan attached hereto.

(d) That so far as any material is dredged in the prosecution of the work herein authorized it shall be removed evenly, and no large refuse piles shall be left. It shall be deposited to the satisfaction of the said engineer officer and in accordance with his prior permission or instructions, either on shore above high water or at such dumping ground as may be designated by him, and where he may so require, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material into the waterway; and so far as the pipe, wire, or cable is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, Army Building, New York City.

(e) That there shall be no unreasonable interference with navigation by the work herein authorized.

(f) That if inspections or any other operations by the United States are necessary in the interests of navigation, all expenses connected therewith shall be borne by the permittee.

(g) That the permittee assumes all responsibility for damages to the work or structure herein authorized, and for damage caused by it or by his work in connection therewith to passing vessels or other craft, and that he shall not attempt in any way to prevent free use by the public of the area at or adjacent to the work or structure.

(h) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of War, it shall cause unreasonable obstruction to the free navigation of said water, the permittee will be required, upon due notice from the Secretary of War, to remove or alter the structural work or obstructions caused thereby without expense to the United States so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the permittee, at his own expense, and to such extent and in such time and manner as the Secretary of War may require, shall remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

~~(i) That the lights and signals on any work hereby authorized shall be installed and maintained by and at the expense of the permittee, such lights and signals as may be prescribed by the Bureau of Lighthouses, Department of Commerce.~~

(j) That the permittee shall notify the said engineer officer at what time the work will be commenced, and as far in advance of the time of commencement as the said engineer officer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(k) That if the structure or work herein authorized is not completed and written notice of completion is not filed with the aforesaid engineer officer on or before the end of the third full calendar year after the date hereof, this authorization, if not previously revoked or specifically extended, shall cease and be null and void.

(l) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the Bureau of Lighthouses, Department of Commerce, shall be installed and maintained by and at the expense of the grantee.

By authority of the Secretary of War:

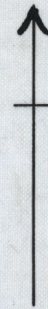
C. H. McKim  
Lieut. Col., Corps of Engineers,  
District Engineer.

(2 Inclos.)

FORM 96.  
War Department,  
Office Chief of Engineers,  
Amended May 10, 1915.



Dredging Plan.  
Standard Shipbuilding Corp  
Shooter Island  
N.Y.



Newark Bay

16' M.L.W

U.S. Channel  
Area to be dredged by  
R.G. Packard Co.

12' M.L.W.

North Pier

Area to be dredged by  
Morris & Cumings Dredging Co.

22' M.L.W.

Shooter Island

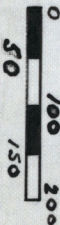
Marine Railway

Area to be dredged by  
Morris & Cumings Dredging Co

22' M.L.W.

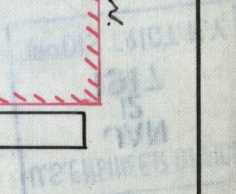
South Pier.

Scale 1"=200'



G.H.H. Jan '17

*Handwritten notes:*  
to be dredged  
13' M.L.W.  
15' M.L.W.  
17' M.L.W.





Channel north of  
Shoal 92  
132  
/23

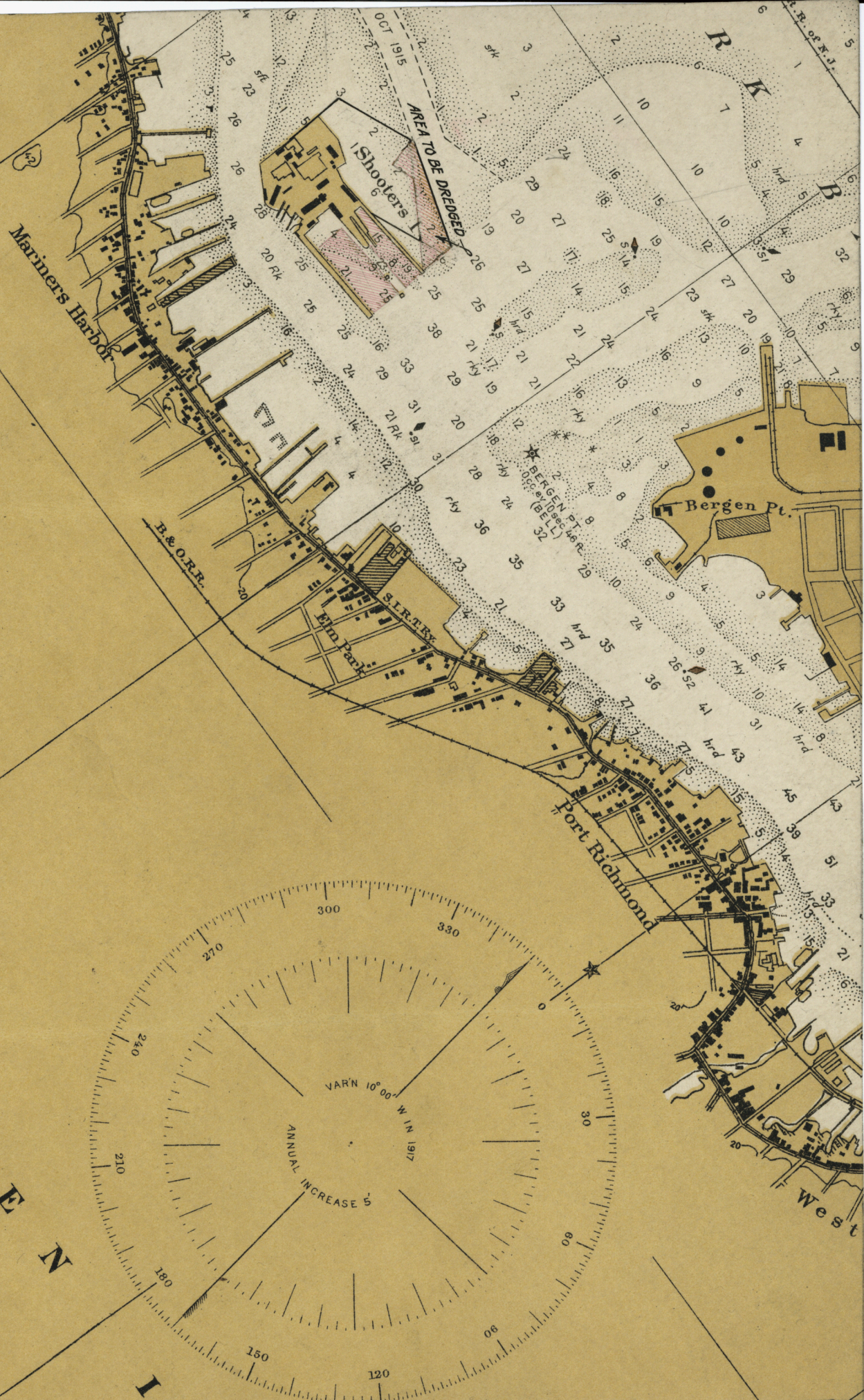
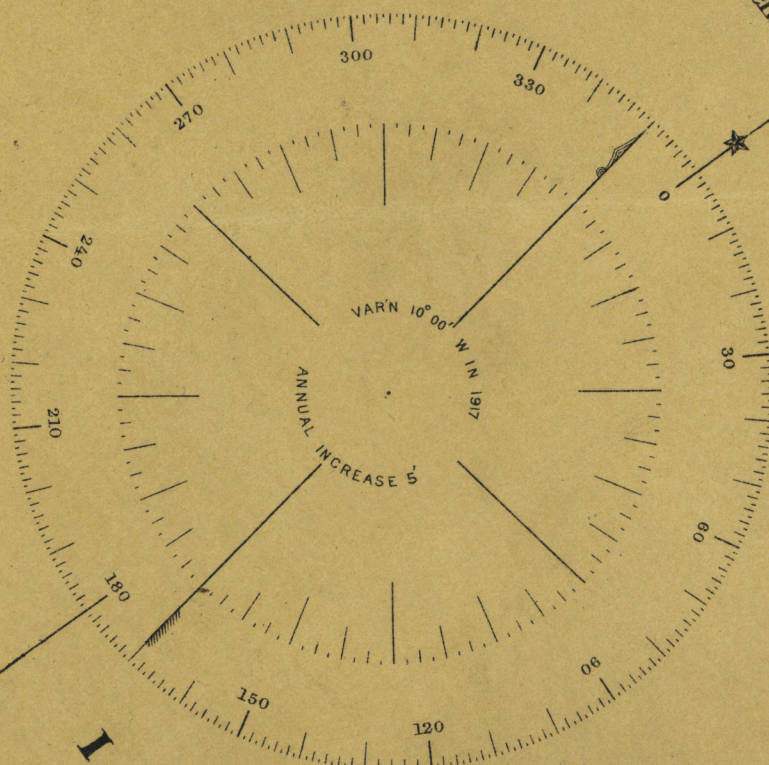


KILL VAN KULL

SCALE  $\frac{1}{15,000}$

A vertical scale bar with markings at 0, 1000, 2000, and 3000 FT. The markings are oriented vertically, with 0 at the top and 3000 FT at the bottom. The numbers are in a bold, sans-serif font. The bar itself is a thin vertical line.

STENZ  
C. & G. S. - 544





RECEIVED  
JAN 13 1951  
U.S. AIR FORCE

James Earl Ray  
of Houston, Tex.  
1/13/51

276

